

BookletChart™



Unga Island to Pavlof Bay

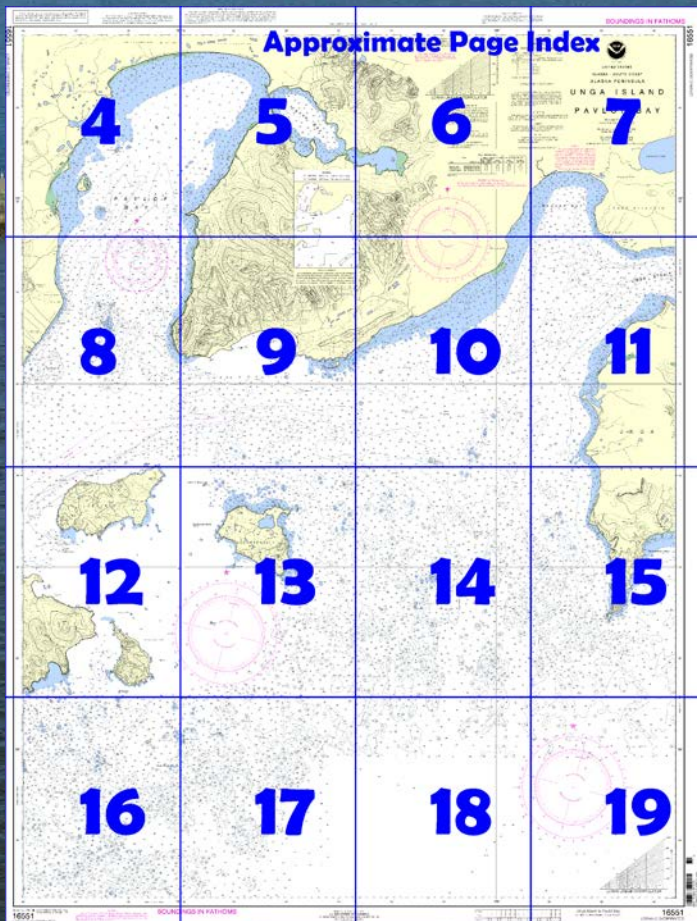
NOAA Chart 16551

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



**Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA**

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

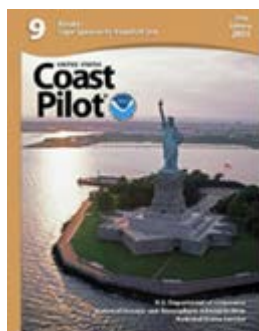
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=16551>.



(Selected Excerpts from Coast Pilot)

Unga Island, the largest of the Shumagin group, has several large indentations, among which are Baralof Bay and Delarof Harbor on the E side and Zachary Bay on the N. In general, the shoreline is rocky and precipitous. The S and W coasts are particularly foul. Near the W end of the N shore is a 3-mile-long sand beach. The E coast of Unga Island should be cleared by 1 mile to avoid the several offshore dangers, particularly the 4-fathom

shoal 0.5 mile offshore and the ½-fathom rock 0.3 mile offshore between Baralof Bay and Delarof Harbor.

Unga Cape, the SE point of Unga Island, is a bare, gray, rugged cliff 855 feet high. A wall-like slab of rock 500 feet high, connected to the cape by a narrow bar, is just S of the cliff and perpendicular to it. At the foot of the cliff are ledges. A vessel may pass 0.5 mile off in 25 fathoms.

Beaver Bay, across Unga Strait from Unga Island and W of Cape Aliaksin, is open to the S but is free of offshore dangers. An exposed anchorage is in the upper part of the bay in 5 to 25 fathoms; there is little protection from the N winds. Dangers are within 0.4 mile of the E shore and 1 mile of the W shore of the bay; the head of the bay shoals gradually.

Foul ground with considerable kelp is within the 10-fathom curve that extends from 0.4 to 2.5 miles offshore between Beaver Bay and Pavlof Bay; relatively shallow water is along the shore. A shoal spot, covered 7½ fathoms, is 2.5 miles SE by S of Seal Cape Light.

Seal Cape Light (55°20'56"N., 161°15'16"W.) is shown from a skeleton tower with a red and white diamond-shaped daymark on a small island 3 miles E of **Seal Cape**. A hog-backed mountain is 0.8 mile NE of the light. A rock, covered 1½ fathoms, is 0.6 mile offshore 0.8 mile E of the light; a ledge and broken ground extend to the shore.

Seal Cape has a flat-topped mound 100 feet high at the outer end, and is joined to the mainland by a low neck of land; it is difficult to recognize.

Moses Rock, 3 miles W of Seal Cape Light, are two breakers 0.3 mile apart. A 10-fathom depth, irregular bottom, was found 1.2 miles S of Seal Cape; the area was not developed by further soundings.

Coal Bay, W of Seal Cape, is a good shelter for small vessels in NE weather. However, only a small part of the bay has been surveyed; vessels should not enter without local knowledge.

Cape Tolstoi, 8 miles W of Seal Cape Light at the E entrance to Pavlof Bay, is high and bold with eroded bluffs from 200 to 600 feet high. The cape is marked by two peaks that are separated by a deep, narrow valley. Two prominent pinnacle rocks abut the W face of the cape. The shore around the cape is foul, but depths of 10 fathoms or more are within 0.5 mile of the cape. A small, flat, 20-foot-high, rocky island along the outside coast, 1 mile E of the cape, connects with the mainland at low water by a reef awash.

Pavlof Bay, on the SE coast of the Alaska Peninsula 25 miles W of Unga Island, is open but leads to Canoe Bay, a landlocked arm. Several cabins along the shores are occupied by fur trappers during the winter. Dangerous rocks and small islands are in the entrance to Pavlof Bay. The E shore is bold and strewn with rocks and reefs. The N shore consists of reddish eroded bluffs 30 to 70 feet high giving way to a sand and ash beach near the entrance to Canoe Bay. W shore is comparatively low. In N weather, anchorage may be selected at any place in the N part of Pavlof Bay. The bottom consists of mud and ashes, and has good holding qualities. In SE weather, good protection may be had just NW of Cape Tolstoi in 15 fathoms, sticky mud bottom. In W weather, anchorage may be found near the W shore about 2 miles S of Ivan Island.

Flat Island, in midentrance to Pavlof Bay, is 62 feet high, flat topped, and has precipitous shores. A detached reef that uncovers, extends 0.5 mile S of the island. Detached reefs extend 0.3 mile N and 0.2 mile W of it, but the E side is clear with deep water 0.3 mile off the island. Irregular bottom, covered 11 to over 20 fathoms, extends 3 miles S from Flat Island. Although volcanic ash bottom is indicated, the banks are probably of rock structure and may have less water over them; vessels are cautioned to avoid the area.

Black Rock, 1.3 miles off the W entrance shore 4 miles SW of Flat Island, is 15 feet high and surrounded by deep water.

U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Juneau	Commander
	17th CG District
	Juneau, Alaska
	(907) 463-2000

Table of Selected Chart Notes

Corrected through NM Apr. 26/08
Corrected through LNM Apr. 22/08

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

For Symbols and Abbreviations see Chart No. 1

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

WIRE-DRAGGED AREAS

The area tinted in green was swept in 1942 for previously undetected dangers to navigation. All dangers found are shown on this chart.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Sand Point, AK KSDP 840 AM

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 9. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.

Refer to charted regulation section numbers.

Mercator Projection

Scale 1:80,000 at Lat 55° 10'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

The contour lines are hill shapes sketched to afford the navigator a generalized indication of the character of the land forms. They should not be relied upon as lines of equal elevation.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 3.043" southward and 7.226" westward to agree with this chart.

LORAN-C

GENERAL EXPLANATION

LORAN-C FREQUENCY.....100kHz
PULSE REPETITION INTERVAL
9990.....99,900 Microseconds
STATION TYPE DESIGNATORS: (Not individual station letter designators).
M Master
W Secondary
X Secondary
Y Secondary
Z Secondary

EXAMPLE: 9990-X

RATES ON THIS CHART

9990-X 9990-Y 9990-Z

Loran-C correction tables published by the National Geospatial-Intelligence Agency or others should not be used with this chart. The lines of position shown have been adjusted based on survey data. Every effort has been made to meet the 1/4 nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the lattices in inshore waters.

HEIGHTS

Elevation of rocks, bridges, landmarks and lights are in feet and refer to Mean High Water. Contour and summit elevation values are in feet and refer to Mean Sea Level.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

COLREGS, 80.1705 (see note A)

International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

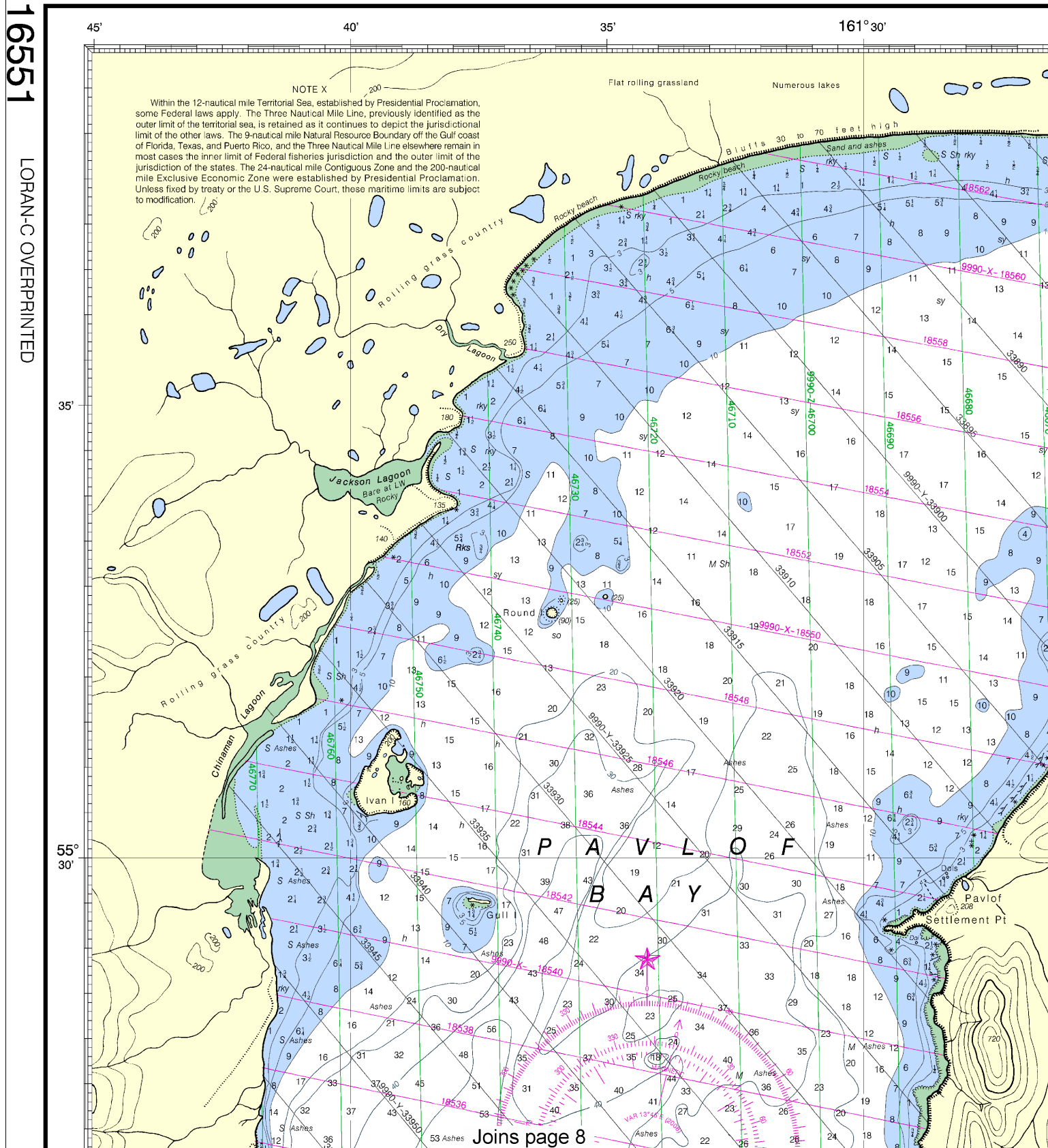
TIDAL INFORMATION

NAME	PLACE (LAT/LONG)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
Beaver Bay	(55°28'N/160°50'W)	feet 7.3	feet 6.6	feet 1.4
Settlement Pt	(55°30'N/161°28'W)	7.2	6.4	1.2
Ukolnoi Island	(55°16'N/161°32'W)	7.0	6.3	1.3

Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>.
(Apr 2006)

NOAA and its partner, OceanGrafix, and critical corrections. Charts are published 5-8 weeks before the edition. Editions are available 5-8 weeks before the edition. About Print-on-Demand charts or corrections, contact help@NauticalCharts.gov, or OceanGrafix.com.

LOTRAN-C OVERPRINTED



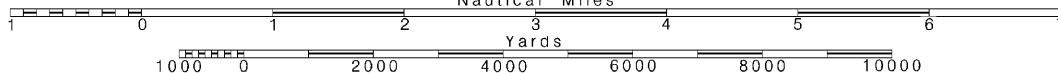
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Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

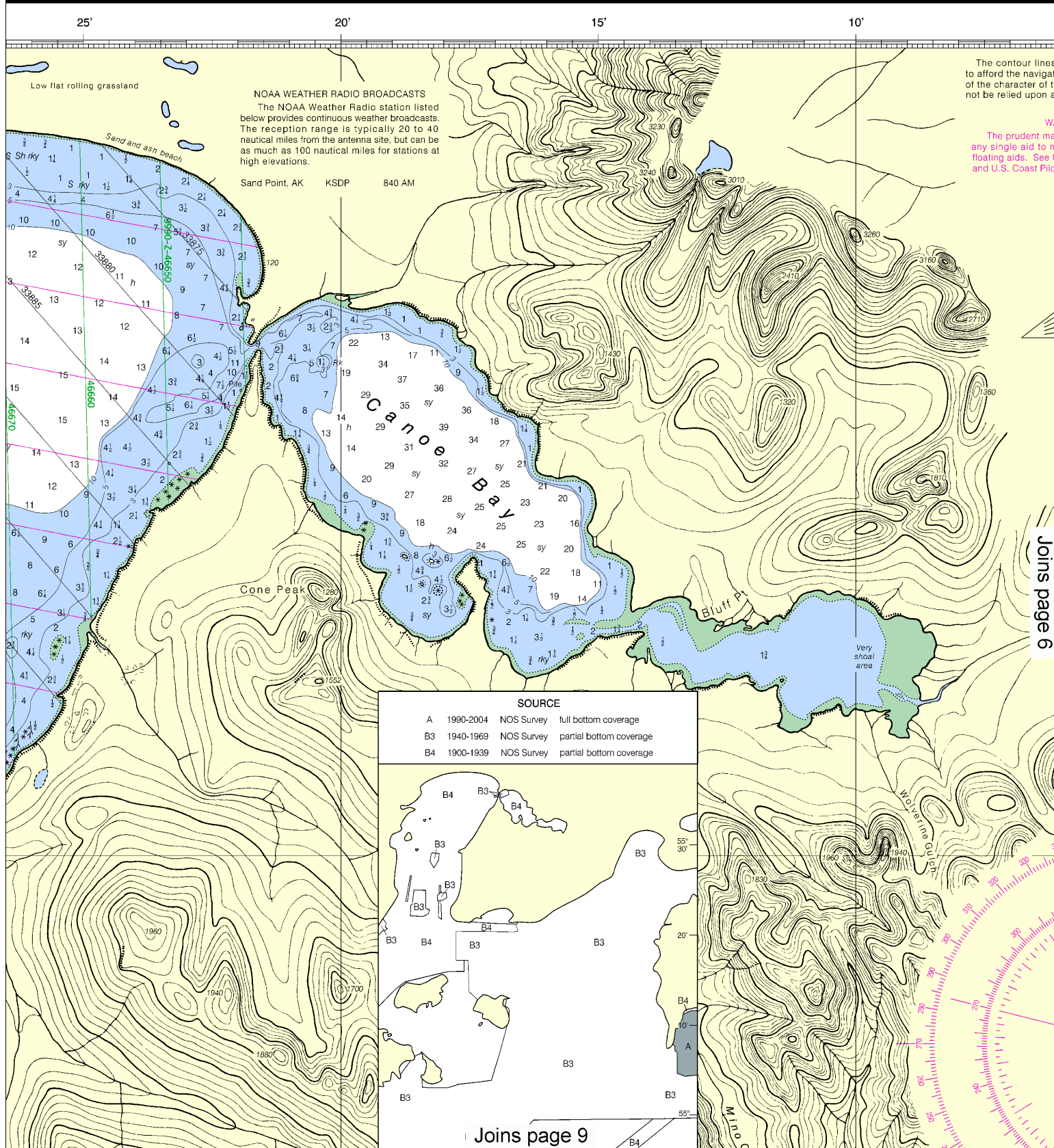
See Note on page 5.



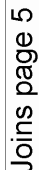
PRINT-ON-DEMAND CHARTS

ix, offer this chart updated weekly by NOAA for Notices to Mariners printed when ordered using Print-on-Demand technology. New pre their release as traditional NOAA charts. Ask your chart agent contact NOAA at 1-800-584-4683, <http://NauticalCharts.gov>, eanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or

Formerly C&GS 8074, 1st Ed., Feb. 1926 C-1943-604 KAPP 2536



This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:106667. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.



POLLUTION REPORTS

All spills of oil and hazardous substances to the National Center via 1-800-424-8802 (toll free), or to the nearest U.S. facility if telephone communication is impossible (33 CFR

SOUNDINGS IN FATHOMS

161°

55'

50'

45'

100
80
60
40
20
0

LORAN-C GENERAL EXPLANATION

LORAN-C FREQUENCY.....100kHz
PULSE REPETITION INTERVAL
9990.....99,900 Microseconds
STATION TYPE DESIGNATORS: (Not individual station letter designators).
M.....Master
W.....Secondary
X.....Secondary
Y.....Secondary
Z.....Secondary

EXAMPLE: 9990-X

RATES ON THIS CHART

9990-X 9990-Y 9990-Z

Loran-C correction tables published by the National Geospatial-Intelligence Agency or others should not be used with this chart. The lines of position shown have been adjusted based on survey data. Every effort has been made to meet the 1/4 nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the lattices in inshore waters.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

HEIGHTS

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For Symbols and Abbreviations see Chart No. 1

NOTE A

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Refer to charted regulation section numbers.

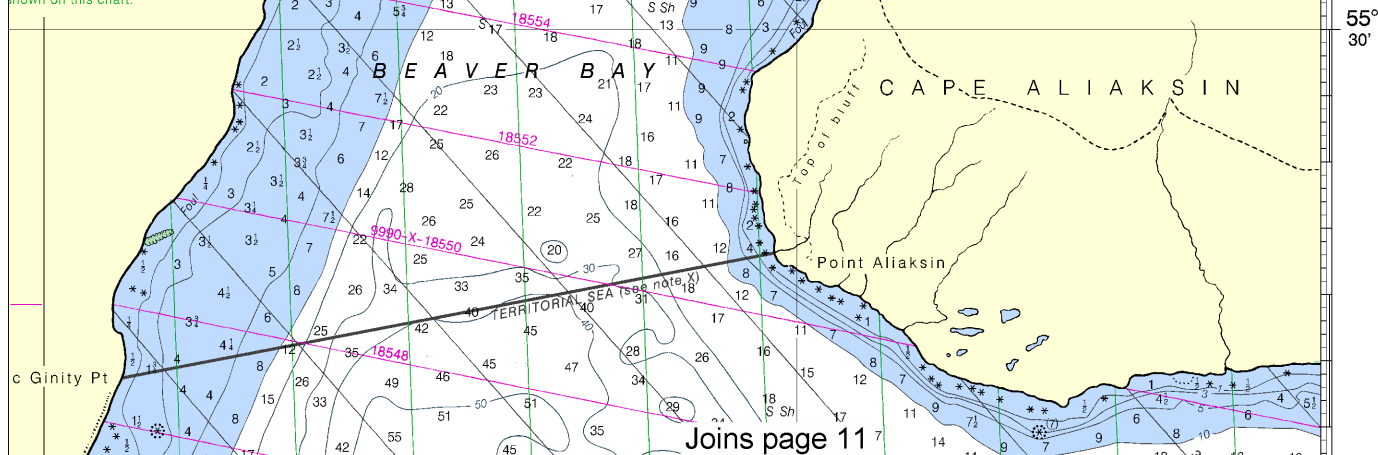
ON

Height referred to datum of soundings (MLLW)		
Mean Higher High Water	Mean High Water	Mean Low Water
feet 7.3	feet 6.6	feet 1.4
7.2	6.4	1.2
7.0	6.3	1.3

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705 (see note A)
Collisions at Sea, 1972.
and of the COLREGS Demarcation Line.

GED AREAS
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dangers to navigation.
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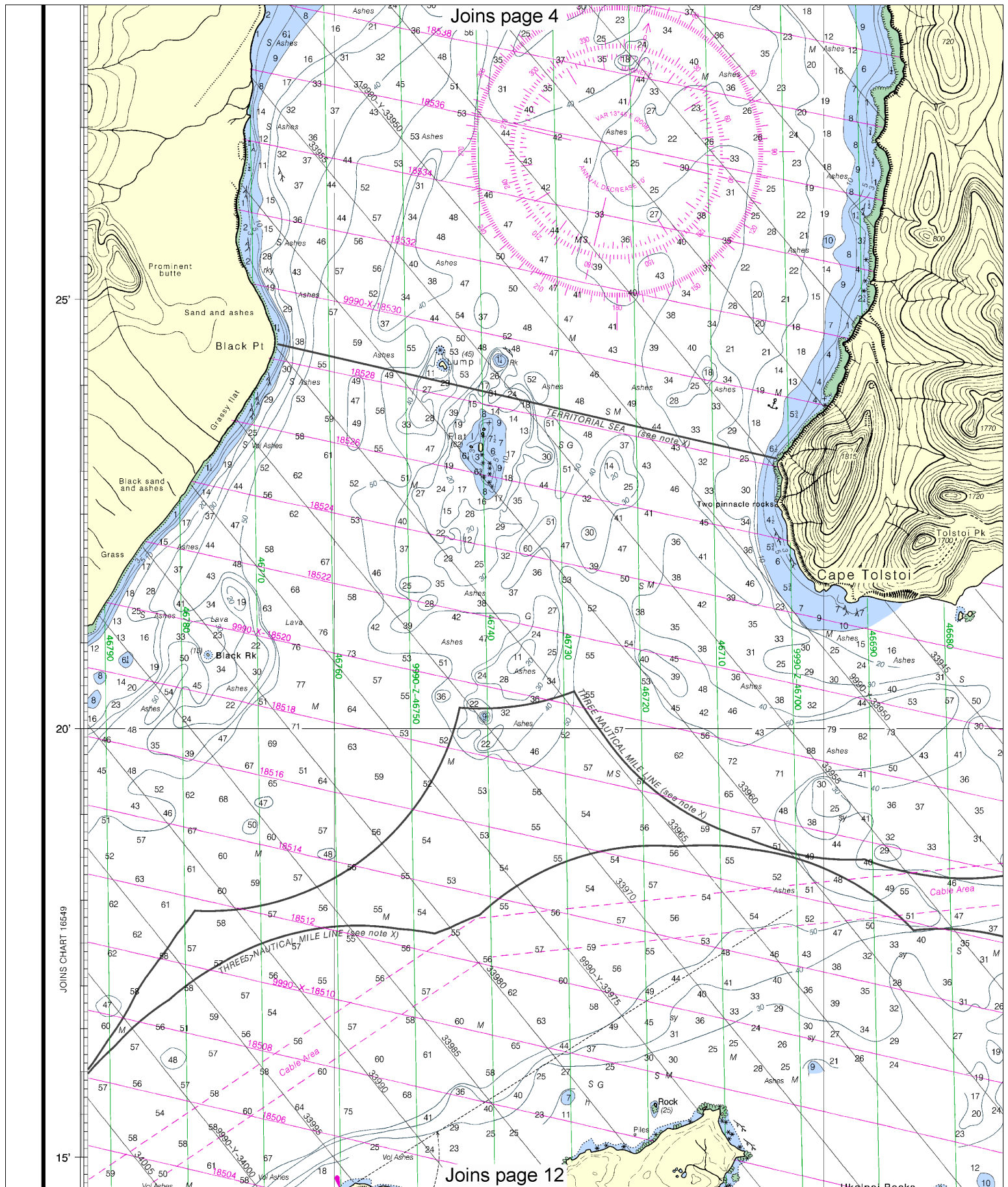
Joins page 11

16551

LORAN-C OVERPRINTED

This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 4812 11/27/2012,
NGA Weekly Notice to Mariners: 4812 12/1/2012,
Canadian Coast Guard Notice to Mariners: 0912 9/28/2012.

7



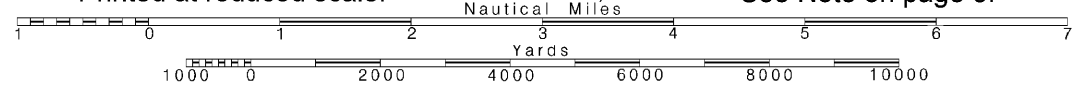
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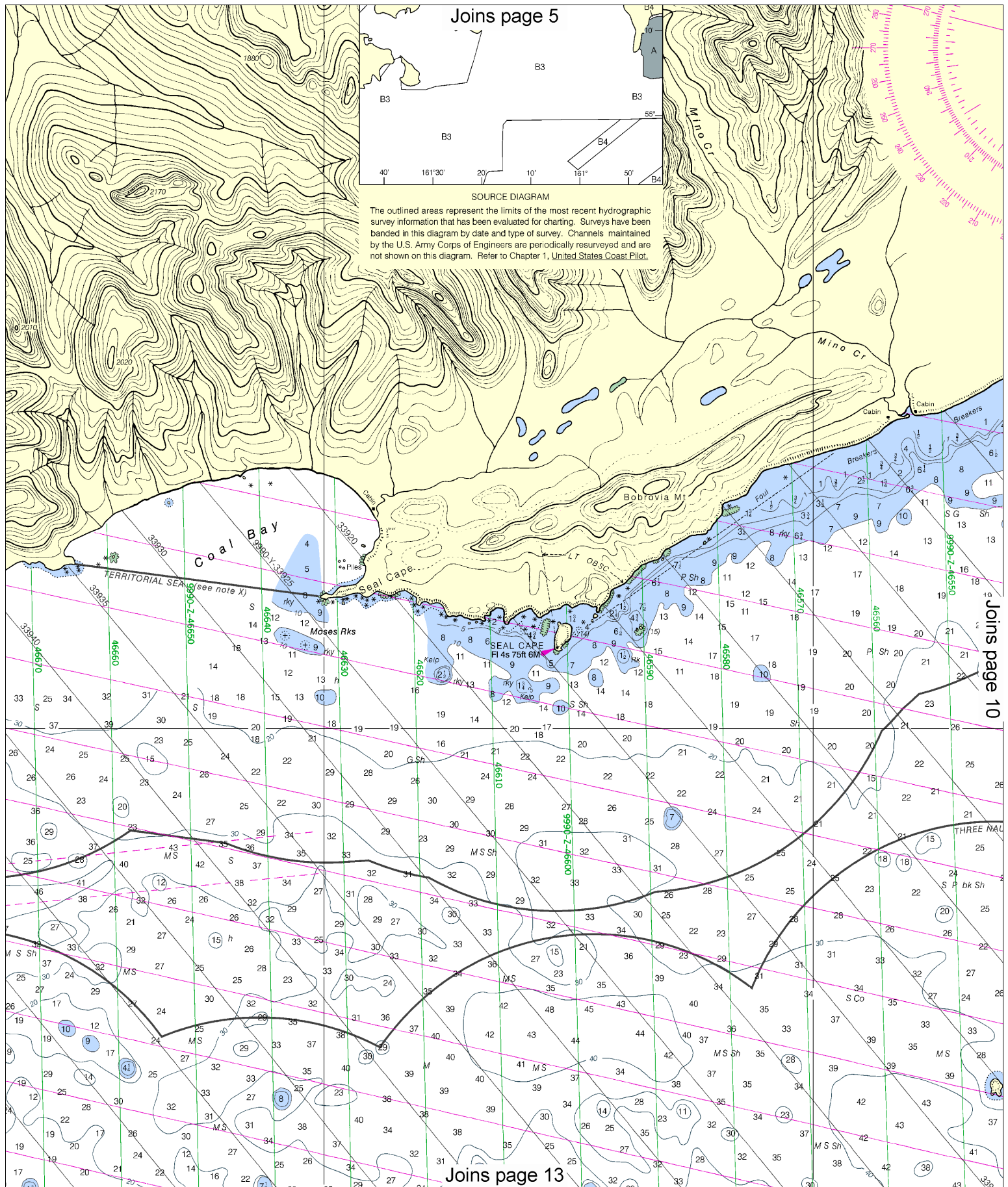
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.





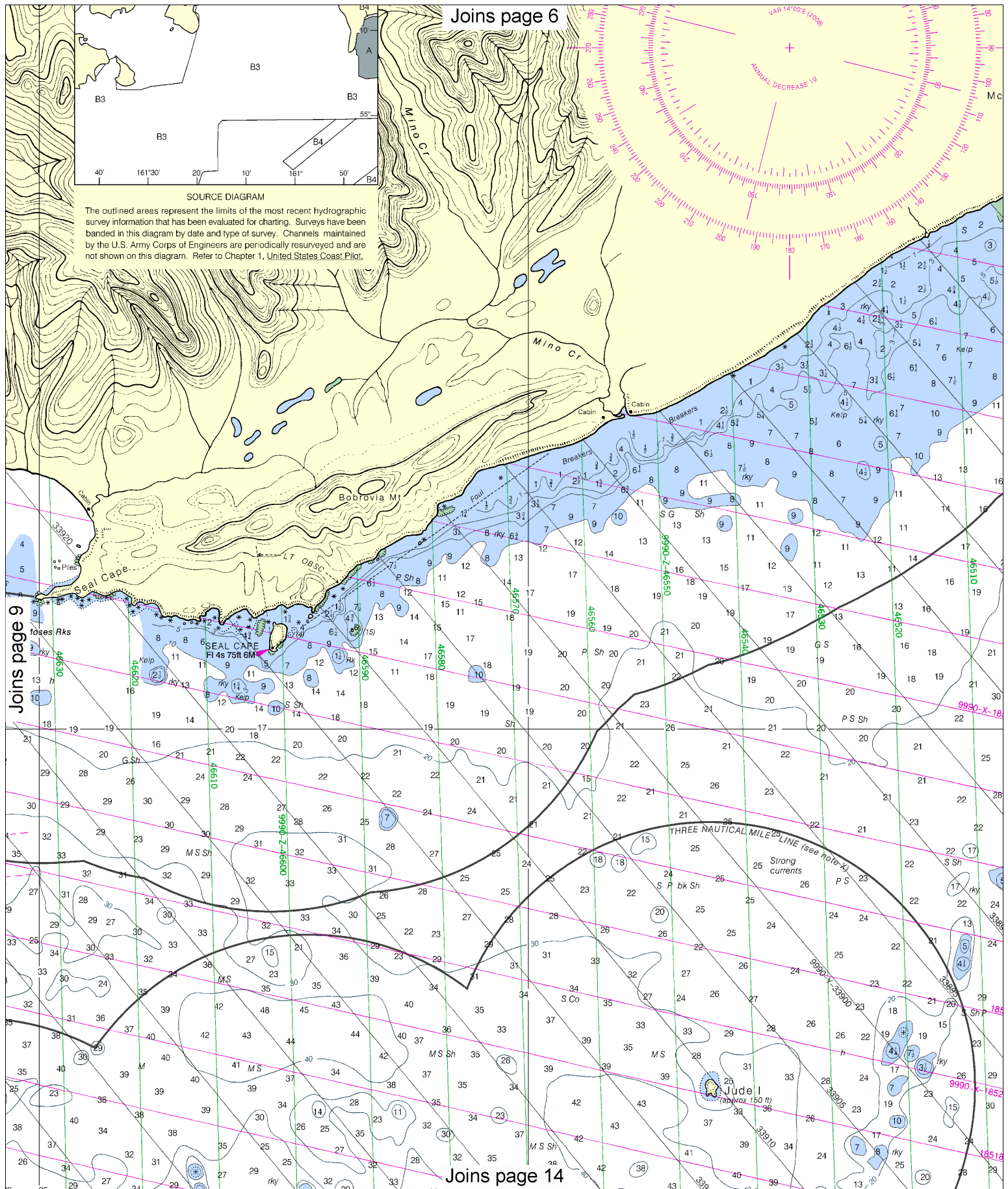
Joins page 5

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

Joins page 10

Joins page 13



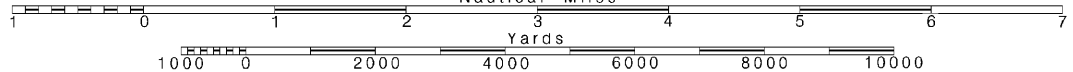
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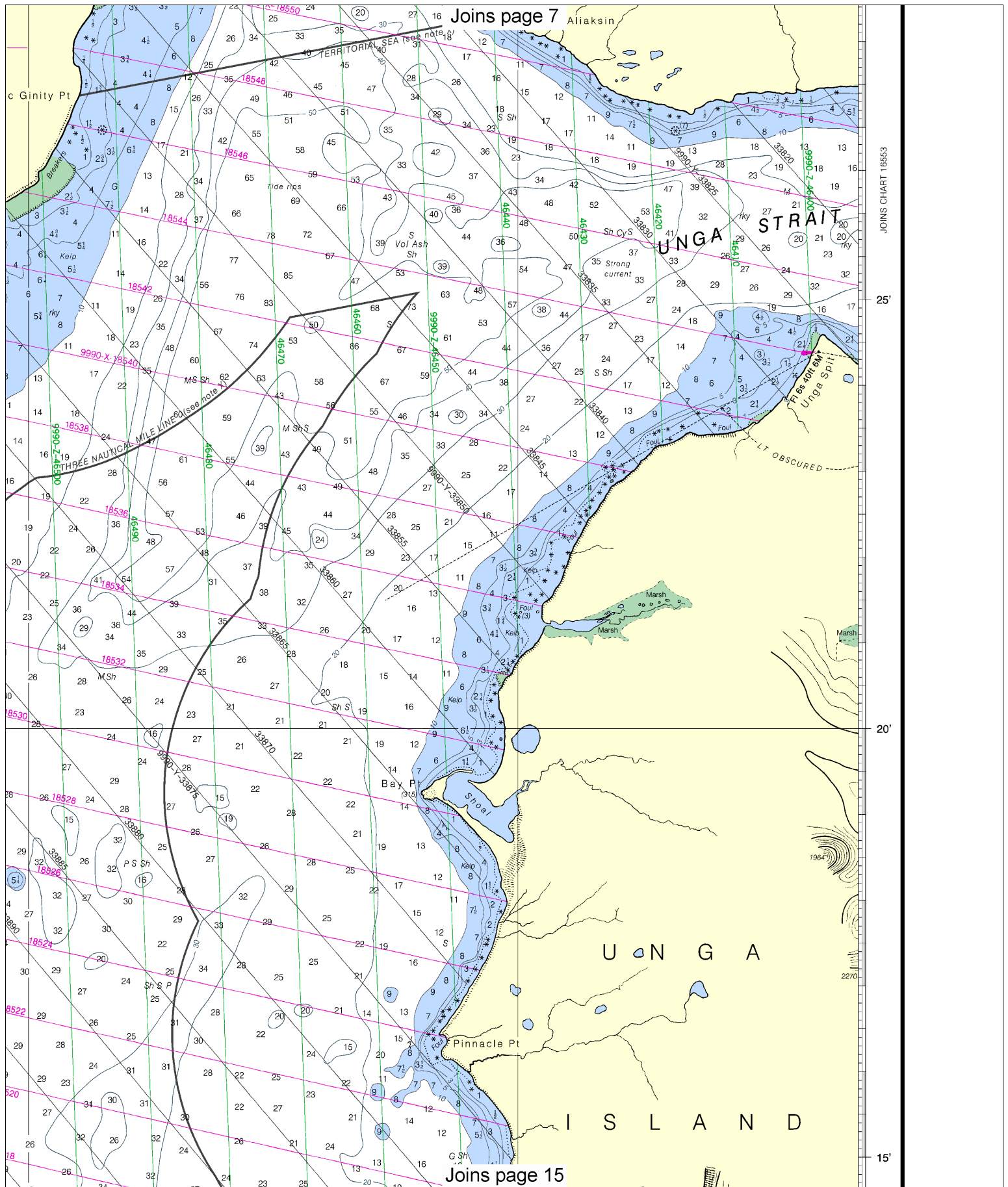
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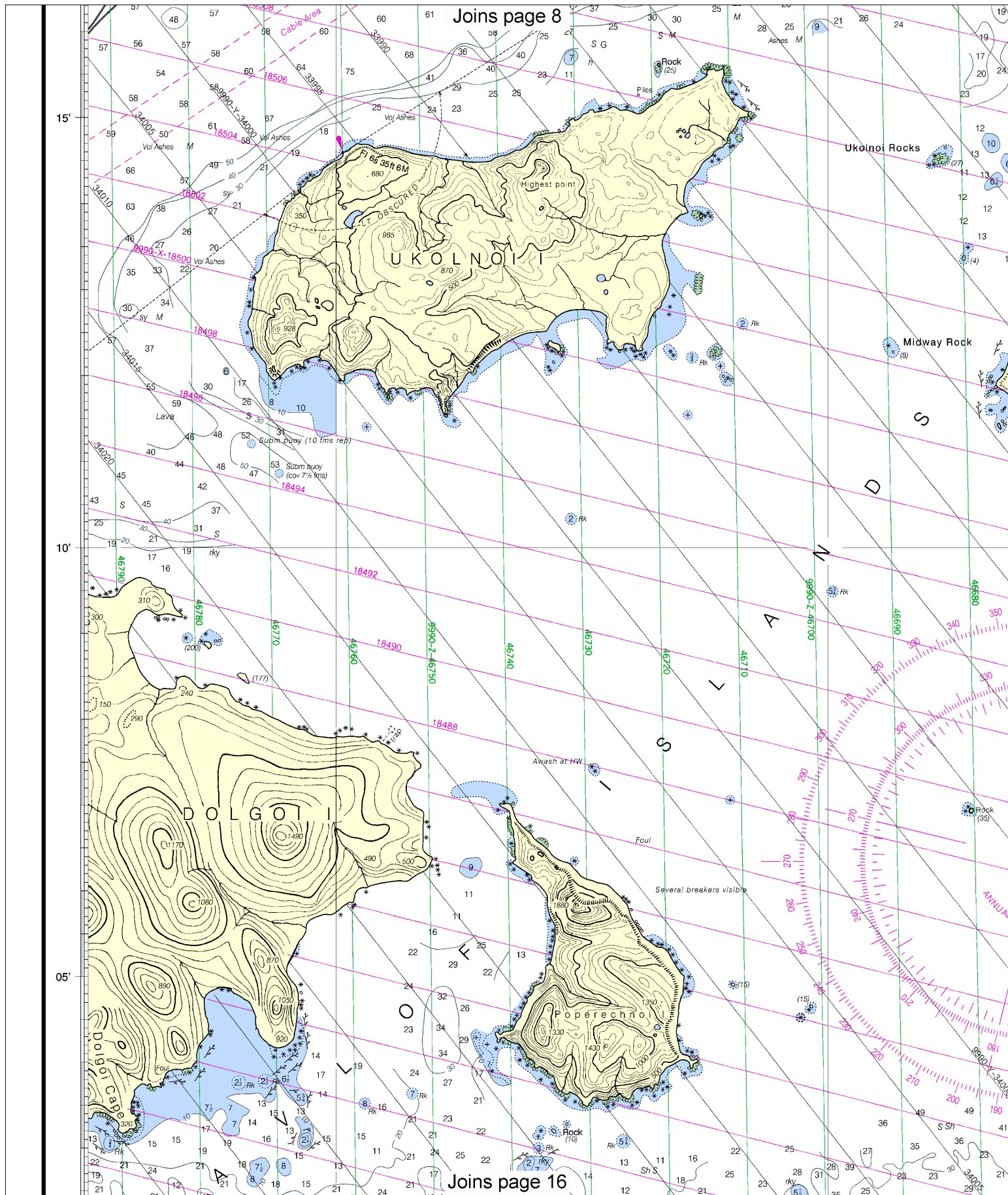
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SCALE 1:80,000
Nautical Miles

See Note on page 5.





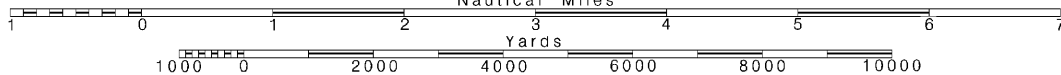


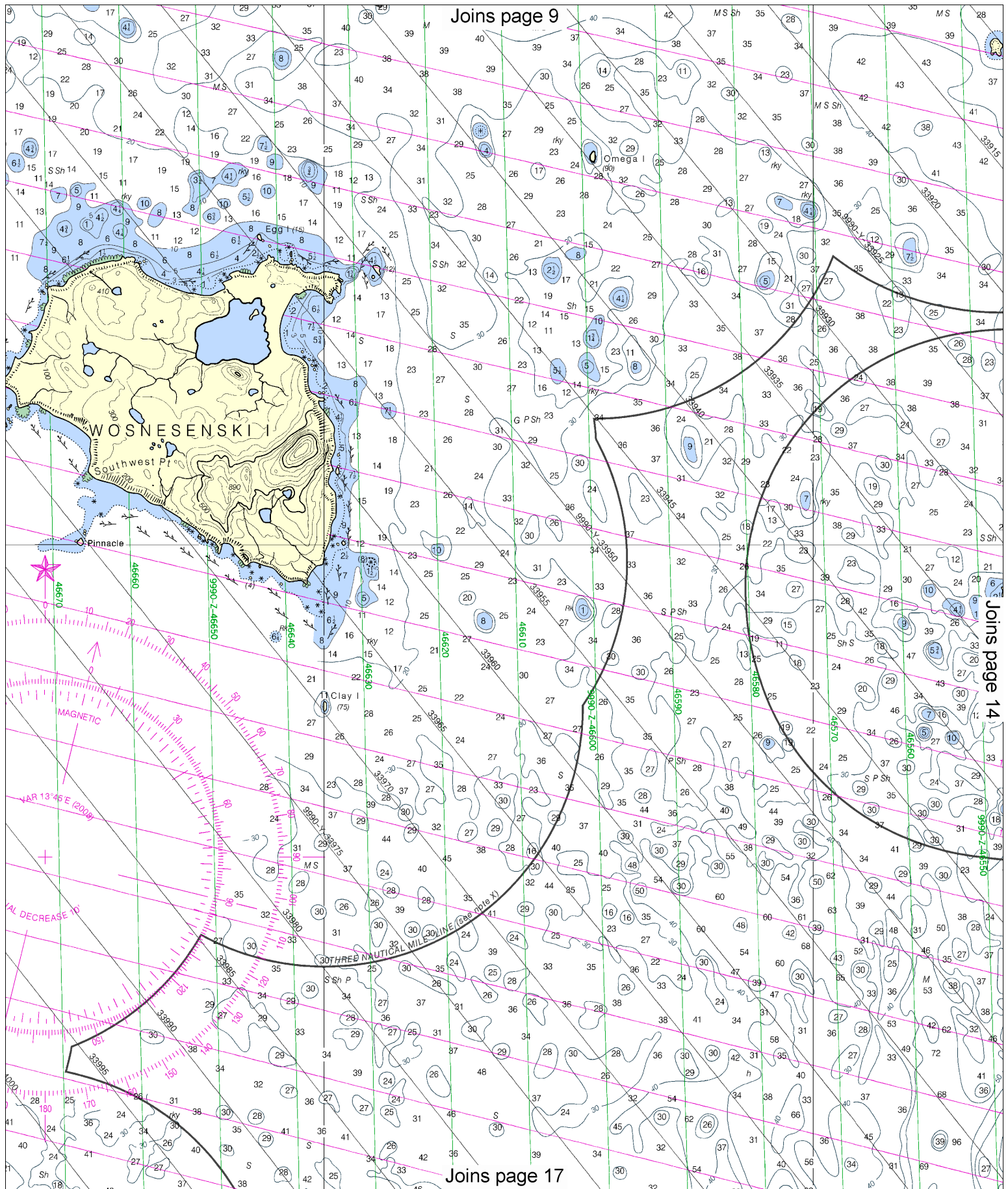
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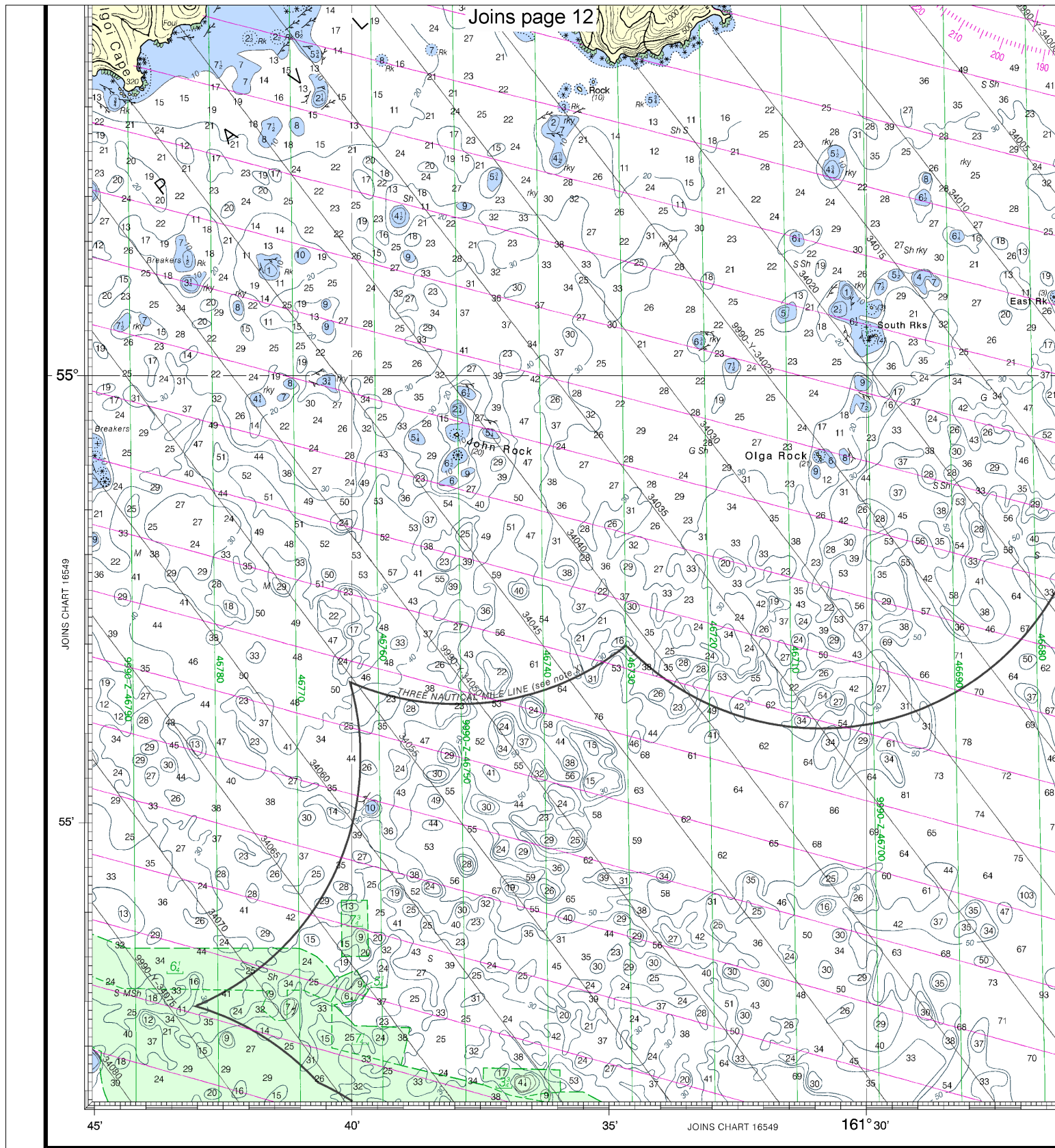
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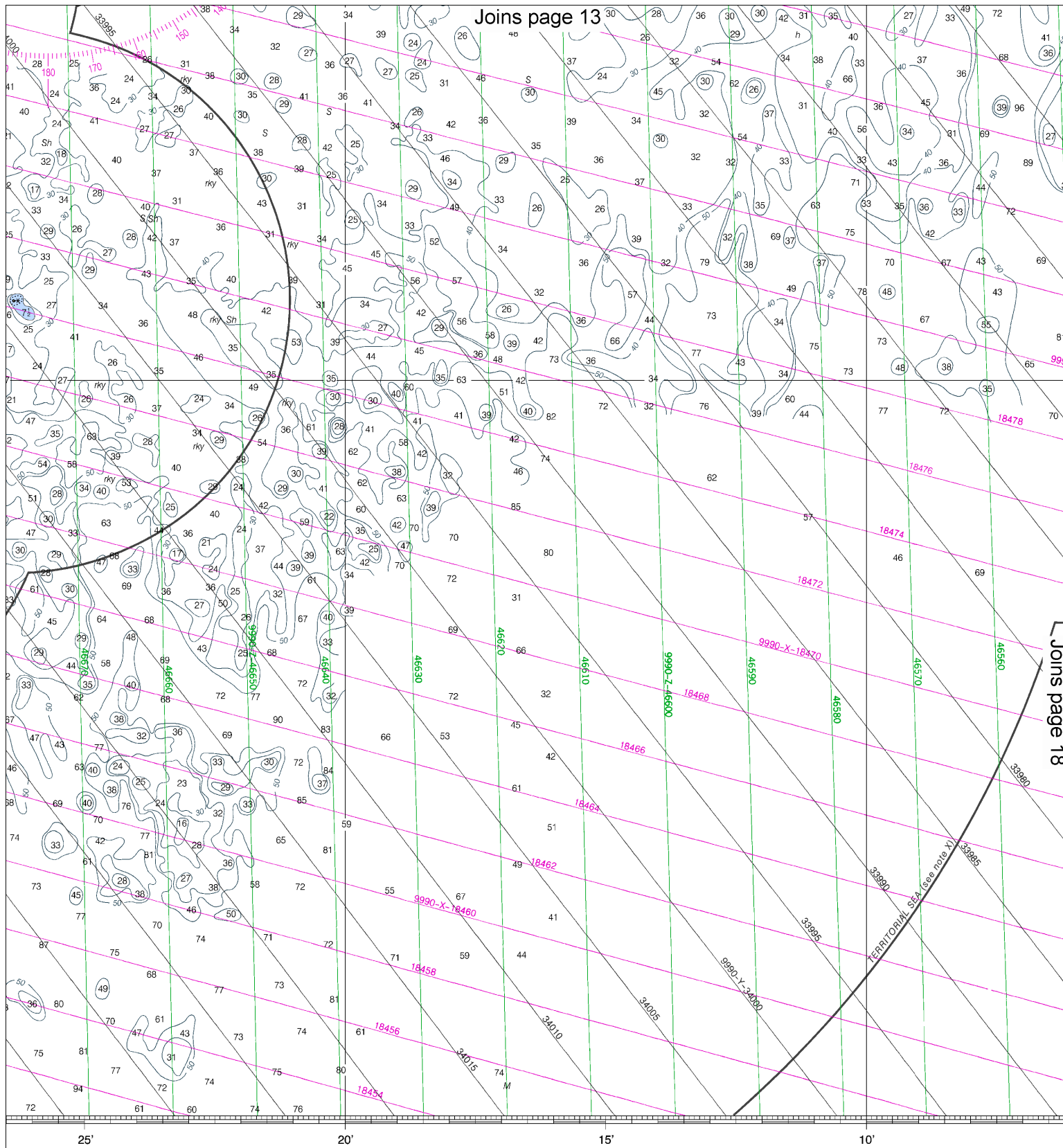






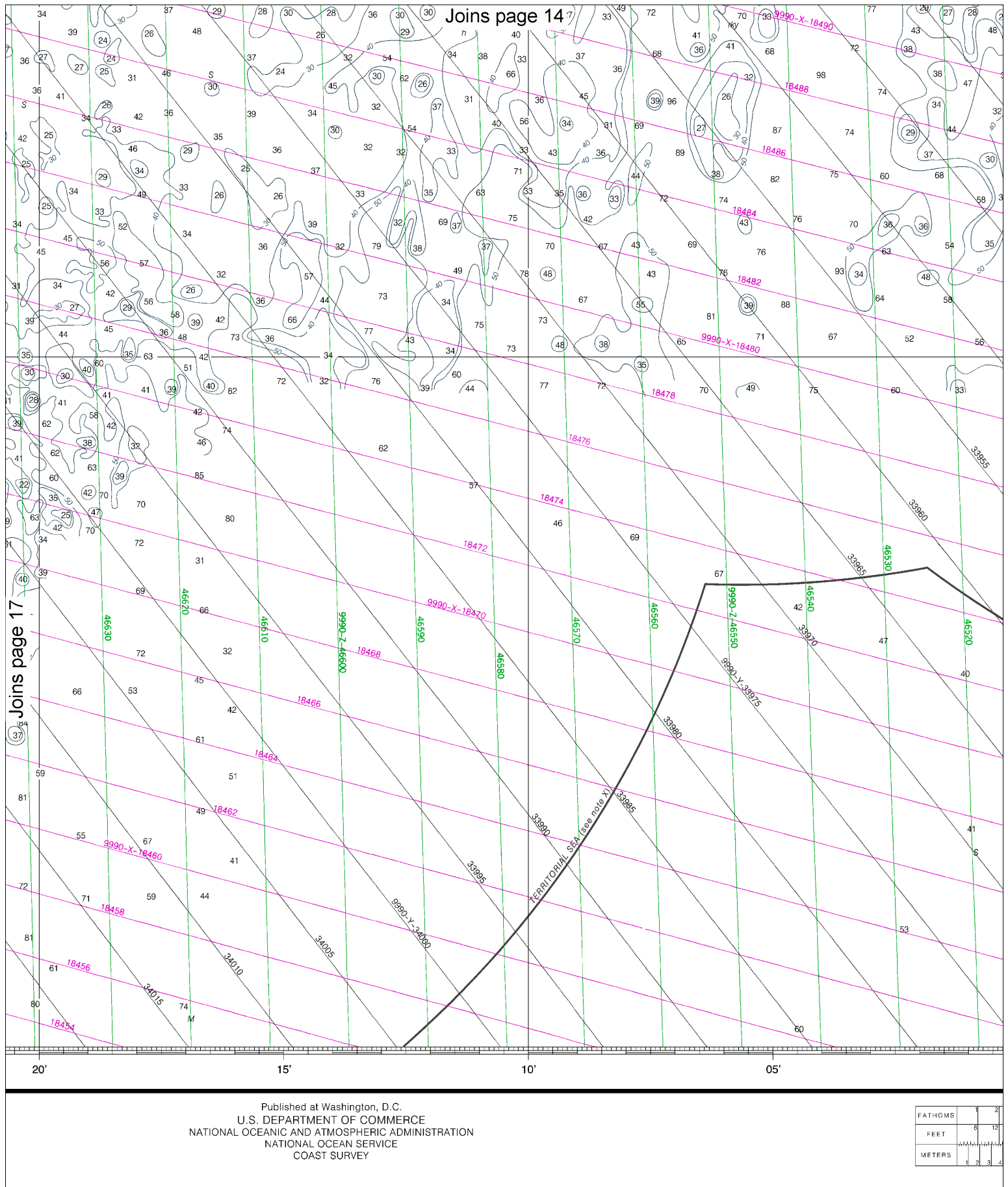
SOUNDINGS IN FATHOMS

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.



HOMS

Published at Washington, D.C.
 U.S. DEPARTMENT OF COMMERCE
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
 NATIONAL OCEAN SERVICE
 COAST SURVEY



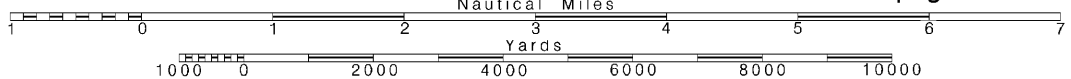
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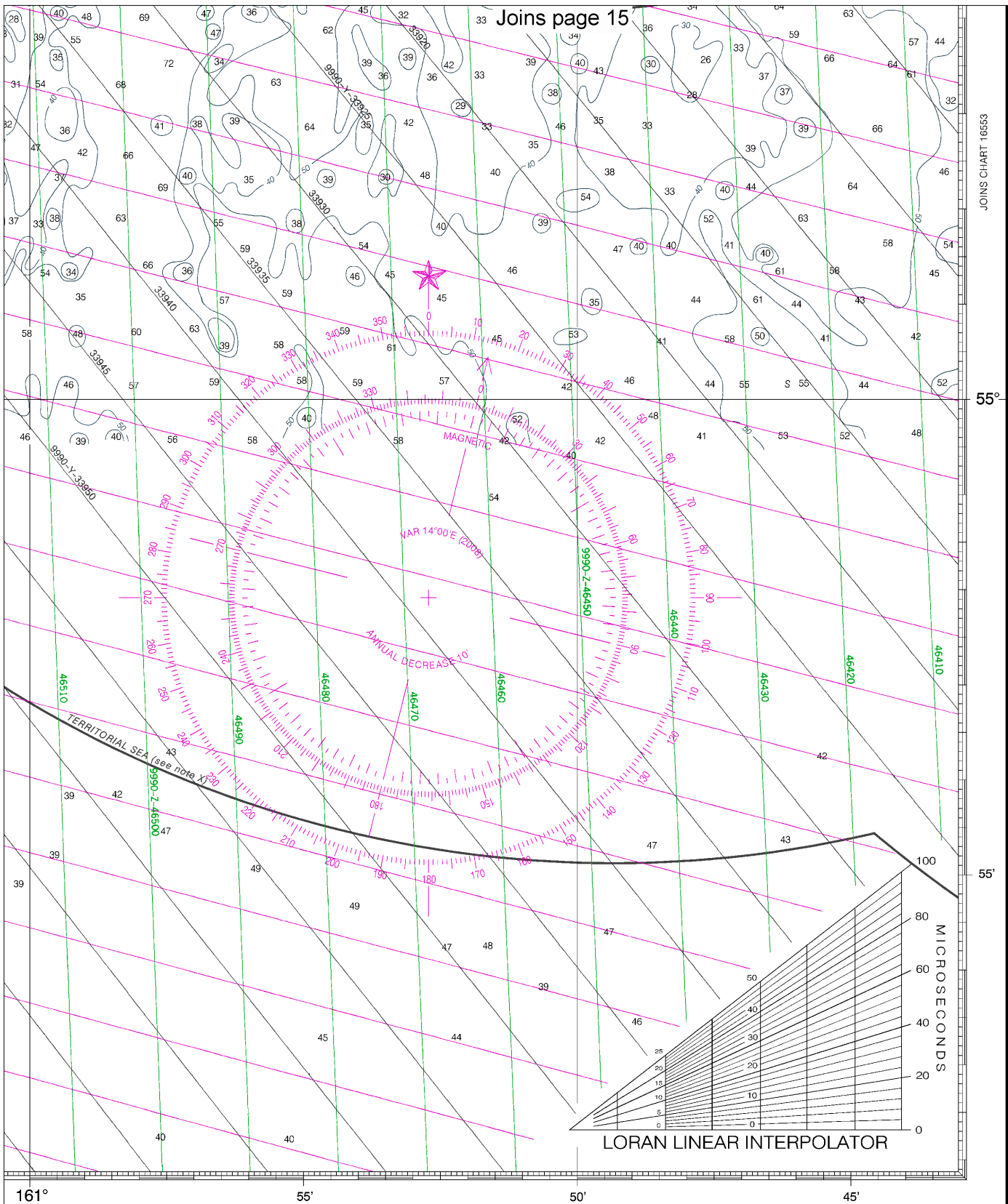
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Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.





ED. NO. 10



NSN 7642014011276
NSA REFERENCE NO. 168C016551

2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
2	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
20	21	22	23	24	25	26	27	28	29	30	31				

Unga Island to Pavlof Bay
SOUNDINGS IN FATHOMS - SCALE 1:80,000

16551
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VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Quick References

Nautical chart related products and information	—	http://www.nauticalcharts.noaa.gov
Online chart viewer	—	http://www.nauticalcharts.noaa.gov/mcd/NOAAChartViewer.html
Report a chart discrepancy	—	http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	—	http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	—	http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	—	http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	—	http://tidesandcurrents.noaa.gov
Marine Forecasts	—	http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
Contact Us	—	http://www.nauticalcharts.noaa.gov/staff/contact.htm



— For the latest news from Coast Survey, follow @nauticalcharts



This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

NOAA's Office of Coast Survey



The Nation's Chartmaker